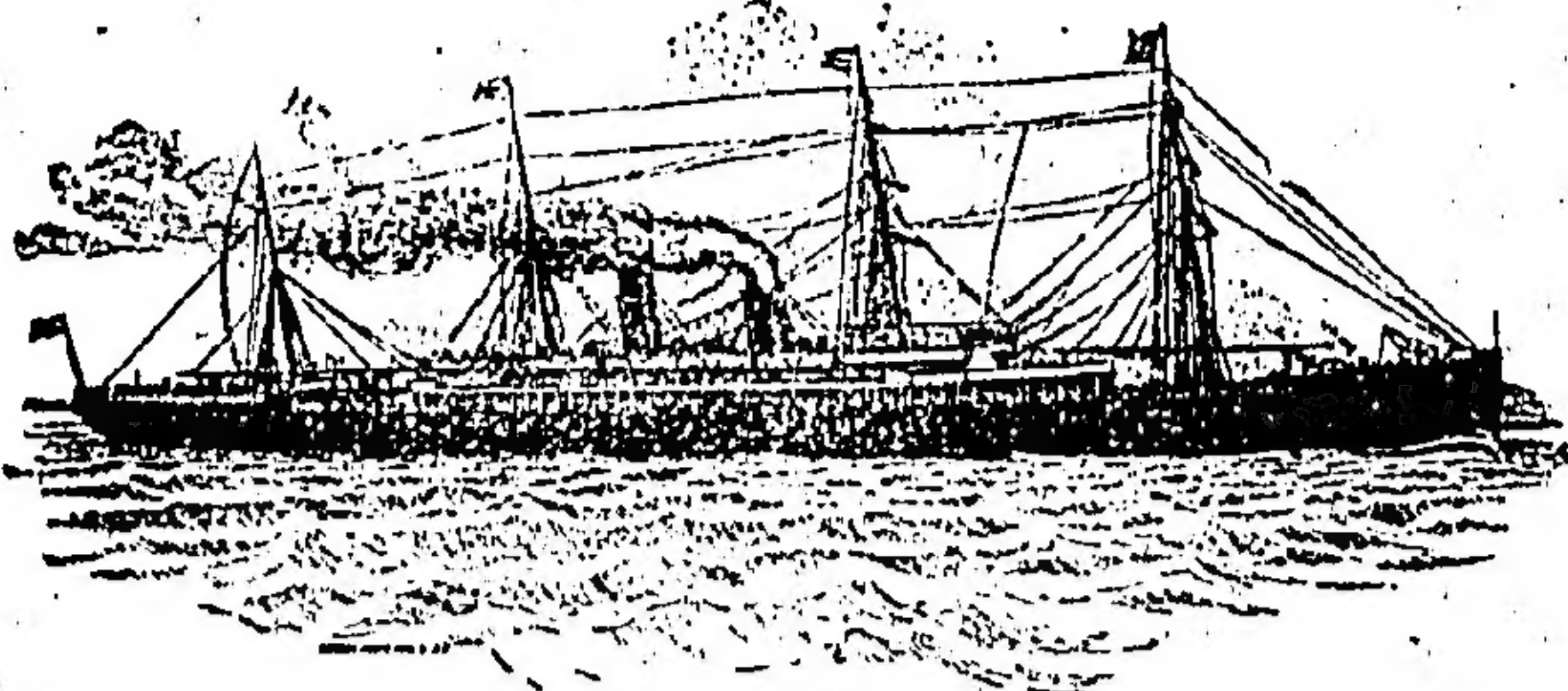


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U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons, TUESDAY, 1st December, at Noon.
"COPTIC"	4,352 " WEDNESDAY, 9th December, at Noon.
"AMERICA MARU"	6,307 " FRIDAY, 18th December, at Noon.
"KORBA"	11,276 " SATURDAY, 26th December, at Noon.
"GAELIC"	4,205 " SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,307 " SATURDAY, 9th January, at Noon.
"OHINA"	5,000 " TUESDAY, 19th January, at Noon.
"DORIC"	4,784 " FRIDAY, 29th January, at Noon.
"NIPPON MARU"	6,307 " SATURDAY, 6th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 1st December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.

Southern Route; passengers enjoy out-looks throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agents of the Companies, Queen's Building.

STUART THOMSON, Acting Agent.

Hongkong, 24th November, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EXPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN"	6,000 " WEDNESDAY, 16th December.
" " "EMPEROR OF CHINA"	6,000 " WEDNESDAY, 13th January, 1904.
" " "ATHENIAN"	3,882 " WEDNESDAY, 27th January.
" " "EMPEROR OF INDIA"	6,000 " WEDNESDAY, 10th February.
" " "TARTAR"	4,445 " WEDNESDAY, 24th February.
" " "EMPEROR OF JAPAN"	6,000 " WEDNESDAY, 9th March.
" " "EMPEROR OF CHINA"	6,000 " WEDNESDAY, 30th March.
" " "EMPEROR OF INDIA"	6,000 " WEDNESDAY, 20th April.
" " "ATHENIAN"	3,882 " WEDNESDAY, 27th April.
" " "EMPEROR OF JAPAN"	6,000 " WEDNESDAY, 11th May.

THE magnificent "EXPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and in European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 1st September, 1903.

D. E. BROWN, General Agent, Prater's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAYRE and HAMBURG.	1st Dec. Freight.
Borck	(Calling at SINGAPORE and PENANG).	
ARAGONIA	HAYRE and HAMBURG.	15th Dec. Freight.
Forst	(Calling at SINGAPORE and COLOMBO).	
NURNBERG	HAYRE and HAMBURG.	29th Dec. Freight.
Jaburg	(Calling at SINGAPORE and PENANG).	
AMBRIA	HAYRE and HAMBURG.	5th January, 1904. Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO).	
NUBIA	NEW YORK	About end of December. Freight.
von Hoff	VIA SUEZ.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 24th November, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons, Captain H. D. Jones.
" " "POWAN"	2,338 " " G. F. Morrison, K.N.R.
" " "FATSHAN"	2,200 " " A. W. Dixon.
" " "KINSHAN"	3,073 " " C. V. Lloyd.
" " "KINSHAN"	2,800 " " J. J. Lussius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG SHAN"	1,998 tons, Captain W. E. Clarke.
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Departures from Hongkong to Macao daily at 2 P.M. } Sunday
Do. from Macao to Hongkong daily at 8 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,119 tons, Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons, Captain B. Branch.
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" " "NANNING" 563 " " C. Butcher. |

" " "TAK HING" 518 " " R. D. Thomas. |

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903.

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Animations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegram, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

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GO TO THE

KOWLOON HOTEL,

FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

HOTEL CRAIGIEBURN,

PRINCE'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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WANTED.

A CHINESE MESSENGER for Ward Room
Officers' Mess, H.M.S. Talbot.

Apply—

ON BOARD.

Hongkong, 24th November, 1903. [1415e

EDWARDS, PIRY & COMPANY,
LIMITED.

NOTICE is hereby given that an EX-
TRAORDINARY GENERAL MEETING
OF EDWARDS, PIRY & COMPANY,
LIMITED, will be held at the Company's
Offices, No. 1, Duddell Street, on TUESDAY,
the 8th of December, 1903, at 11 o'clock
in the forenoon, when the subjoined resolutions
which were passed at the Extraordinary
General Meeting of the Company held on the
18th of November, 1903, will be submitted for
confirmation as Special Resolutions:—

1. That this meeting approves of the pro-
posed sale of the business of the Com-
pany to Joseph Snowell Plant.

2. That the Company be wound up volun-
tarily, so far as it was necessary for wind-
ing up.

3. That Joseph Snowell Plant be and he is
hereby appointed liquidator for the pur-
poses of such winding up.

T. EDWARDS,
S. D. PIRY,
General Managers.

No. 1, Duddell Street,
Hongkong, 21st November, 1903. [1404e

THE CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-
SEVENTH ORDINARY MEETING
OF SHAREHOLDERS in the above Company
will be held at the Head Office, Victoria,
Hongkong, on TUESDAY, the 8th proximo,
at Twelve o'clock Noon, for the purpose of
receiving the Report of the Directors, together
with Statement of Accounts to the 30th April
last, and of declaring Dividends.

The TRANSFER BOOKS of the Company
will be CLOSED from the 24th inst. to the
8th proximo, both days inclusive.

By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.

Hongkong, 16th November, 1903. [1374e

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NOTICE.

REFERRING to the advertisement under-
neath we have this day transferred our
Business and Trademarks, together with all
assets and Liabilities to the HOLLAND-
CHINA HANDELS COMPAGNIE (Holland-
China Trading Co.), which will collect and dis-
charge all accounts due to and owing by us.

HUTZ, S'JACOB & Co.

HOLLAND-CHINA SYNDIKAAT.

Rotterdam, 1st October, 1903.

WE have this day established at ROTTER-
DAM, HONGKONG, SHANGHAI and
TIENTSIN, taking over as going concerns the
Business and Trademarks together with all
Assets and Liabilities of Messrs. HOTZ,
JACOB & Co., and the "HOLLAND-
CHINA SYNDICATE, LTD."

Messrs. J. H. COLLIGNON, S. J. R. DE
MOERVELD, J. and F. B. S'JACOB have been
appointed General Managers, and we have
authorized Messrs. C. BAKKER, G. BRUSSE,
J. HUIJDEKOP, W. KERN and C. A. WEGELIN,
to sign the Company per procurator.

HOLLAND-CHINA HANDELS-
COMPAG

THE STORY OF THE MANILA OBSERVATORY.

During the progress, and for some time after the completion of the Cuban war, the Spanish Jesuits were the object of much indiscriminate and rancorous abuse by English writers on both sides of the Atlantic. To their dark machinations were attributed the decline of the power of Spain in her colonies and all the evils of mis-government which drove the Philippines and Cubans into savage insurrection. Much of this vituperation was merely expedient and opportune; and we doubt not that in moments of calmer reflection, permitted by the subsidence of the war fever and racial hatred, the writers themselves would willingly recall the hard words hurled at a body of missionaries who have for years been undoubtedly the most important factor in the spread of modern civilization in the Far East. We know of no document better calculated to ensure a tardy repentance than the story of the Manila Observatory as told in the official report of the Philippine Weather Bureau for 1902, Part II, just issued, by the United States Government. It deals with the rise and progress of the meteorological service of the Philippine Islands; its establishment and development under the Spanish Government; and its reorganization under the Government of the United States, from the year 1865 to the year 1902. The most significant thing of all, however, is that the narrator is no less than a Spanish Jesuit, Father Marcial Sala, S. J., the Official Secretary of the Philippine Weather Bureau. We would seek in vain for an instance of enlightened official tolerance and perspicacity such as this in the whole British Empire.

Meteorology as an applied science was established in Europe and America in the year 1860; and it argues an up-to-dateness some critics may find difficult to explain, that the Spanish Jesuits, settled at Manila, five years afterwards began a public meteorological service from their private observatory in the college at Ateneo. For some years previous to this the Fathers had dedicated themselves to the study of predicting the existence and course of cyclonic storms, so frequent in that part of the globe; and the terrible typhoon which in September 1865 devastated the whole of Luzon, decided them to disseminate by regular methods the knowledge they acquired by constant vigilance and observation. Father Frederico Faura was the first Director of the new service, and it was due to his enthusiasm, energy and resource that the project attained the development and importance which soon gained for it the status of a Government institution. The first installation in the Ateneo observatory was extremely modest, consisting of a few of the most indispensable instruments for the observation of temperature, humidity, atmospheric pressure and wind; yet, despite of limitations, the Fathers published a monthly leaflet and an annual chart, illustrated with various curves, giving the results obtained from the observations of each month and a résumé of the principal atmospheric perturbations occurring during the year. These unpretentious publications attracted the immediate attention of the commercial and trading communities of Manila, whose support enabled the Director, three years after the start, to install the universal meteorograph invented by the famous Roman astronomer, Father A. Secchi. The usefulness of the observatory grew year by year, and in 1870 the Director began to publish a monthly bulletin, containing, besides scientific discussions, the results of daily observations of all the meteorological elements, taken at three-hour intervals, together with the corresponding mean values. But it was not until 1879 that the devoted labours of Father Faura and his assistants attained the object they had in view from the very beginning, namely, the prediction of the existence, progressive movement and trajectory of the typhoons which sweep the China Seas. On 7th July, 1879, the Director made his first public typhoon prediction, which was sadly confirmed by the destruction that took place in Northern Luzon. Another prediction was made on the 18th November, and the commotion it produced among the population of Manila was tremendous. The Captain of the Port, D. Alejandro de Churruarín, impressed by fulfilment of the July prophecy, sent word to all points of the Bay that no ship should leave her moorings during the time of danger; and the Governor-General, Don Domingo Moriones, placed himself in communication with Father Faura and decided, in spite of the opposition of the sceptical, who scouted the virtue of meteorology, to take all the precautions advised by the Observatory. He was wise in his generation. The storm broke with fury over the capital on the 20th, but the preparedness of the inhabitants saved them from serious loss. Those ports, however, which were unconnected with Manila by telegraph, and could not therefore be warned in time, suffered in the usual way. Forty-two boats were wrecked in the south of the island and many lives lost. A new era then began in the history of the Manila Observatory. Father Faura's predictions were eagerly awaited and received with the greatest respect by the maritime population, not in the Philippines only, but all through the Far East. The connection of Manila and Hongkong by cable gave Sir John Pope Hennessy, the Governor of Hongkong, the opportunity of obtaining from Ateneo a daily and methodical exchange of meteorological notes. With this end in view he addressed an official communication to Don Fernando Primo de Rivera, Governor and Captain-General of the Philippines, begging him to use his influence with the Fathers to establish the service. The latter complied with alacrity and welcomed with great cordiality the project of Major Palmer, R. R., to establish an observatory at Hongkong to supplement their own efforts at Manila. In the meantime the Manila warlogs were avidly assimilated on the whole China Coast, and their marvellous accuracy and reliability gained for them the enthusiastic

gratitude of shipowners, sailors and merchants in that busy region.

Under the direction of Father Faura the meteorological service in the Philippines developed and extended in every direction. The people of Manila supported him with subscriptions to enable him to install the latest apparatus, and at length a memorial, influentially signed, was sent to the Court of Madrid praying that the private observatory at Ateneo be made the official centre of a network of secondary stations. This royal sanction of Alfonso was given in April 1884. The Jesuits were placed in charge of the new service on salaries, which with the amount allowed for maintenance and upkeep were charged partly to Imperial and partly to local funds. By the end of 1887, Father Faura had completed his network of stations. The principal observatory was transferred from the College in the Walled City to a new building in the suburb known as Ermita, on slightly elevated ground near the sea. This building it still occupies, and no position could be more favourable. The magnetical department was in full operation by the end of 1888 and the astronomical department was fully equipped in 1888, when a large equatorial telescope was installed. To simplify the work in the secondary stations Father Faura invented an ingenious aneroid barometer, which was found so useful that hardly a ship's captain in those seas is without one. This devoted priest and scientific labourer, who was acclaimed by the Ayuntamiento, the City Council, "Adopted Son of Manila," died in 1897 after thirty-two years of unique service in the Far East. He lived to see the fulfilment of his mission, his observatory at Manila being at the time of his death in close relationship and communication with all the observatories in China and Japan, and having earned a great European reputation. His mantle descended on Father Algué, who had accompanied him at the invitation of the United States to the World's Columbian Exposition of Chicago to represent the Spanish Government. In 1897 Father Algué published a book on the thunderstorms of Manila, which Dr. Paul Bergholz, Director of the Observatory of Bremen, asked permission to translate. Having received the author's assent, the worthy German gave the translation to the world as his own original work, despite the fact that he had never been in the East in his life. But this is not the only prop to his spurious reputation that Dr. Bergholz has stolen from a Latin descendant he probably affects to despise. Father Algué, working on the basis of Father Faura's aneroid barometer, invented a barocyclometer, the construction of which he entrusted to the German house of G. Luff of Stuttgart. Dr. Bergholz got scent of this and entered into a contract with the instrument maker to make him an identically similar apparatus, which he has given to the world as his own invention. Dr. Bergholz's book on storm has been translated into English by Dr. Robert H. Scott, F. R. S., and his barocyclometers are in vogue in the British and German navies. A more egregious case of *sic ut non vultis* it has never been our misfortune to stumble across in the domain of science.

There is another unfortunate episode in this history which may not be passed over in silence. Dr. Doberck, the Director of the British Observatory at Kowloon, first quarrelled with the Jesuit astronomers of Zi-ka-wei and got much the worst of it. When the Spanish-American war broke out, and the Americans invaded Manila, he took advantage of his official position to send an unauthorized letter to the United States Minister of Agriculture complaining of the inaccurate and alarmist typhoon warnings issued by the observatory at Manila. With a precipitancy not easy to explain, except on the supposition that the United States Government mistook this peevish complaint of a disappointed individual as the official protest from a friendly Power, the Minister of War directed General Otis to order the suspension of the Manila warnings. This created public consternation at Hongkong, Macao, Shanghai and Tokio. The public demanded an explanation and Dr. Doberck's discomfiture was complete. The British Government repudiated his action promptly, and the United States immediately requested Father Algué to resume the exchange of the meteorological messages. Out of this evil came much good. The incident drew the special attention of the Minister of Agriculture to the importance and utility of the Manila observatory and its meteorological service. The previous approbation of Admiral Dewey strengthened the determination of the Government to place the Jesuits' observatory on the same official status as it enjoyed under Spanish rule, a consummation arrived at by legislative enactment in January 1901. In the interval the service has been thoroughly reorganised, new instruments have been installed and its general utility enormously increased. The report under review is profusely illustrated with plates and contains some excellent maps and charts. It is a magnificent testimony of the work done by the Spanish Jesuits in the cause of science and humanity, and it has the interest of a charming romance, with the further satisfaction of a reliable chronicle.—*Indian Engineering.*

Notice of Firms.

NOTICE.

WE have this day authorized Mr. M. KIGASA to sign our firm per corporation.

MIDZUSHIMA & Co.
Hongkong, 21st November, 1903. [14070]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1903.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), TO-MORROW, the 28th November, 1903, at 11 A.M., at No. 20 and 21, CONNAUGHT ROAD, SUNDRY HOUSEHOLD FURNITURE, and MERCAHNDISE, comprising—

GLASS SHOW CASES, WRITING DESKS and CHAIRS, MOROCCO COVERED CHAIR, TEAKWOOD BOOK-CASES, BLACKWOOD SOFA and CHAIRS, OIL PAINTINGS, LONG SAMPLE TABLES, CHINESE RUBBER SHOES, COT FRAMES for NETTING, UMBRELLAS, a Great Assortment of PERFUMERY and CALIFORNIAN CIGARETTES, &c., &c.; ALSO A Quantity of AMERICAN BICYCLES, (All New).

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th November, 1903. [14798]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

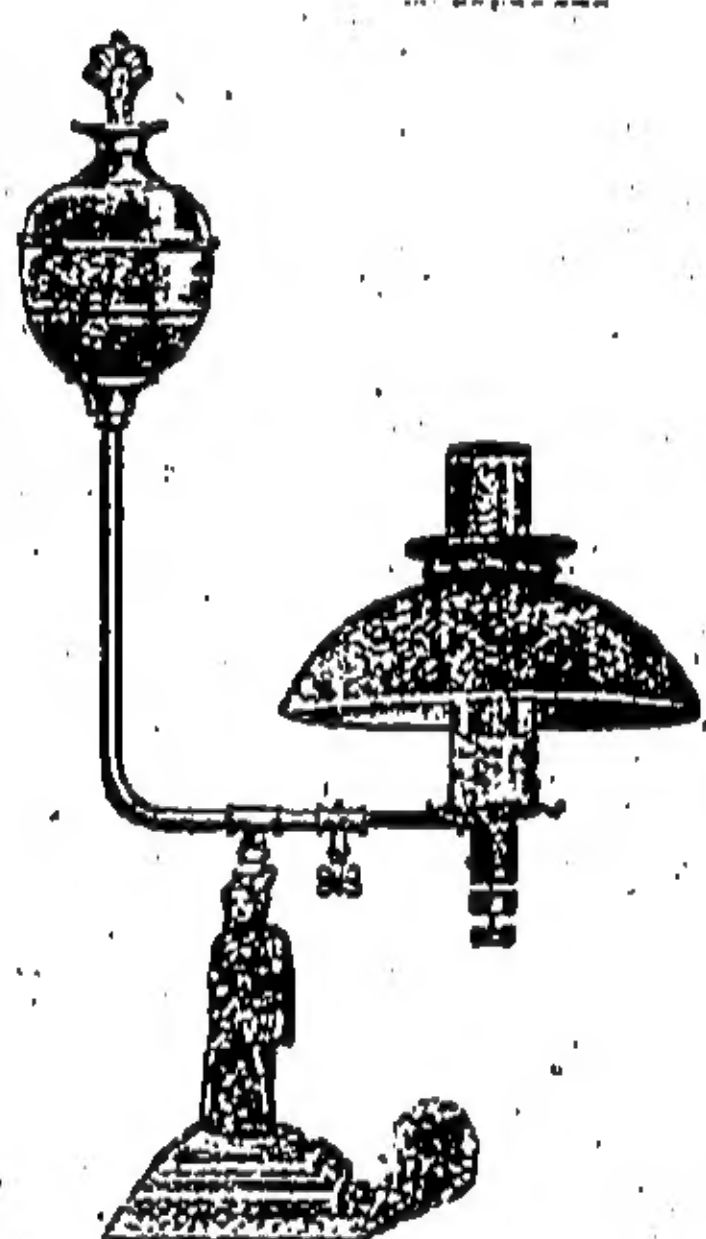
For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1903. [11100]

For Sale.

FOR SALE.



INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 17th November, 1903. [13758]

Intimations.

DEUTSCHE WEINGESSELLSCHAFT

DUHR & CO., COELN.

STOCK ON HAND OF

AHRLEICHT, a red Ahr Wine at \$18.50

GRAACHER, Moselle at \$16.50

LAUBENHEIMER, Hock at \$15.00

All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.

Hongkong, 16th October, 1903. [12598]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1903. [13950]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

DO NOT TAKE

ANY RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings,

Hongkong, 21st March, 1903. [1]

Intimations.

THE ROBINSON PIANO Co., LTD.

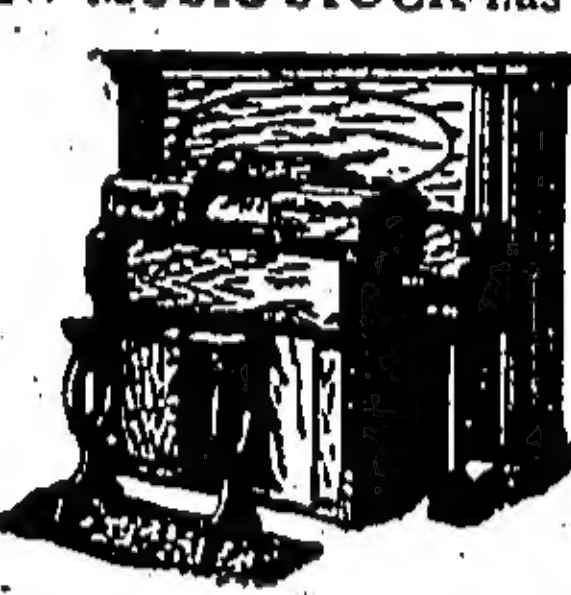
NOTE.

ENTIRELY NEW STOCK ARRIVING.

SPECIALY AND MOST CAREFULLY CHOSEN BY OUR MR. ROBINSON, NOW IN EUROPE.

GREAT REDUCTIONS in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES:

PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave. Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [14158]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum. PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES,

CHEMICALS,

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SWITCHES,

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PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST. C.E.,

Manager

Hongkong, 2nd April, 1903. [13950]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU..... S. J. G. Parsons.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 28th Nov., at Daylight.
SHINANO MARU..... W. Thompson.....	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 28th Nov., at 4 P.M.
BOMBAY MARU..... T. Mufai.....	ROMBAY, VIA SINGAPORE AND COLOMBO	TUESDAY, 1st December, at Noon.
YAWATA MARU..... A. E. Moses.....	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 2nd Dec., at Noon.
SANUKI MARU..... W. Townsend.....	KOBE and YOKOHAMA	FRIDAY, 4th Dec., at Daylight.
KUMANO MARU..... A. E. Harwell.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 4th Dec., at Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class. Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA

Manager.

Hongkong, 27th November, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903-04.
Tacoma.....	2,812	M. Ridley.....	Dec. 15
Victoria.....	3,502	J. Truebridge.....	Dec. 19
Trenton.....	9,566	T. W. Caslick.....	Dec. 21
Lyzar.....	4,417	G. V. Williams.....	Jan. 21
Shawmut.....	2,505	W. M. Smith.....	Feb. 20
Olympia.....	2,837	A. Dixon.....	Feb. 20

† Will leave for Manila TO-MORROW, at Noon.

‡ Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight, or Passage, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 27th November, 1903. [8740]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 5th December, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to send the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 23rd November, 1903. [14]

CHRISTMAS GREETINGS IN ADVANCE.

AN early opportunity to those WISHING TO SEND GREETINGS to their RELATIVES and to MENDS and London: Tuck's XMAS and NEW YEAR'S CARDS of various pretty designs and description, specially selected to suit the taste of young and old.

Very moderate prices and as usual 10% discount for cash.

H. RUTONJEE,

No. 5, D'Aguiar Street,

and

36 and 38, Elgin Road, Kowloon.

Hongkong, 20th November, 1903. [13950]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 1st December, 1903, at 1 P.M., the Company's Steamship "MANCHE," Captain Morano, will be despatched for SAIGON, with Mails, Passengers, Specie and Cargo to Europe and Ports of Call for transhipment to S.S. *Himalaya* connecting at Colombo with S.S. *Sydney*.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 30th instant, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 21st November, 1903. [10040]

Insurances.

NEW ZEALAND INSURANCE COMPANY.

FIRE AND MARINE.

ESTABLISHED 1859.

CAPITAL.....£1,000,000.

HAVING been appointed AGENTS for the above Company, we are prepared to issue Policies of Insurance at Current Rates.

REISS & CO.,

Intimations.

A. S. WATSON & CO.,
LIMITED.
WINE MERCHANTS.
ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Bottle
ST. ESTEPHE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT BRION LARIVET	20.00	22.00
CHATEAU MOUTON D'ARMAILHAC	24.00	26.00
CHATEAU PONTET CANET	28.00	—
CHATEAU LA TOUR CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

All less 10% discount on account of Current Exchange.

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANES are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

TELEPHONE NO. 196.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. Price & Co.)

XMAS & NEW YEAR CARDS.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

CARMICHAEL AND CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. 1 Code.
Liebigs Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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Single Copies: Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 27, 1903.

FRENCH ENTERPRISE IN YUNNAN.

An account was published in our columns yesterday, of the journey made by Lieutenant Gellier, who has just left Rangoon for France, after more than a year of travel and exploration in Yunnan and along the frontier of Tibet. In the mission so successfully accomplished by this young officer we have another proof of the admirable persistence and enterprise with which the French authorities are executing their programme of railway penetration into Yunnan, thereby carrying the commercial interests of their country into the very heart of South-western China. Thirteen years ago the Government of the Republic succeeded in obtaining the opening of Mentze to foreign commerce, and year by year the transit trade via Haiphong and the Red River has been growing in importance. In 1899, M. Doumer succeeded in obtaining the consent of the Cabinet in Paris for the construction of a railway from Haiphong to Laokay, and the proposed extension northwards to Mentze and Yunnan, concerning which the French Minister in Peking lately gained the sanction of the Chinese government, will, in two or three years' time, at the latest, prove a most important factor in increasing French trade and political influence. The project has encountered many difficulties, not least amongst them being the mountainous configuration of the country from Laokay northwards, but notwithstanding these obstacles, which led to a re-survey and the choice of a new route, work is now actively progressing on the construction of the line. The result obtained by our neighbours must give rise to some reflections on our own neglect of opportunities and on this subject one of our Indian contemporaries remarks:—"There was some criticism of the project in France as likely to be too costly and unremunerative owing to the natural difficulties to be encountered in the construction of the line and the fear that in competition with a British line from Burma, with its greater advantages of route, the French line would suffer. But the latter fear has doubtless been removed by Lord Curzon's pronouncement against the British scheme and, on the subject of the route, we learn, almost simultaneously, with the news of the signing of the agreement, that a young French officer has just completed the survey of a route which presents fewer difficulties than the other that have been proposed. The line from Haiphong to Yunnan via Laokay is the object of a convention between the French government and the Compagnie des Chemins de fer de l'Indo-Chine et du Yunnan, and will be managed by that company when completed. From Haiphong to Laokay the railway is to be built by the government and from thence to Yunnan by the company. The completed section of the line from Haiphong to Hanoi was handed to the company on the 1st of April this year and the section from Hanoi to Vietri was taken over in October. The French authorities are pushing actively forward the termination of the permanent way from Vietri to Laokay, a distance of 225 kilometres, and it will most probably be ready in November, 1904. As aforementioned, the line of route for the railway from Laokay to Yunnan has, since the first survey was made in 1900, undergone important modifications. The first project was to pass by the valley of Sin-shien-ho, but this would have necessitated gradients of 35 millimetres and curves of 50 metres. The authorities recognised the difficulties of adopting this route and a new survey was made by the Cie. des chemins de fer, and the valley of Man-ti was chosen. By the new route to the plateau of Yunnan the steepest gradient is 25 millimetres and the shortest curve 100 metres, which is about the same for the line from Yenbay to Lapkay on the Tonkin side. Thanks to the new survey made by the engineers of the Cie. des chemins de fer the line in Yunnan will cost a good deal less to construct than had at first been estimated, and the work will be terminated at an early date. From the above information it will be gathered that while little or no hope exists that the Burmah railway

system will ever be extended into Yunnan the French Government are determined to bring their own project to a successful issue. As our Indian confrere puts it:—"French diplomacy, which has scored while British watchfulness has slumbered, through the opening of Mentze thirteen years ago, succeeded in drawing off the external trade from the natural and ancient route via Momein and Bhamo to the extent that the commerce which finds an outlet on the Tonkin coast is now five times greater than that carried by the old Burmese route. In this matter the Government of the Republic has given our own authorities a lesson in pushfulness they might take to heart, if British policy with regard to the railway to Kowloon, concerning which we heard so much at the banquet at Canton on the 15th inst, is the same as it was in the Burmah-Yunnan line then can we truly say of that deplorable want of enterprise manifested of late by our Government: *Ole jam satis est.*"

LOCAL AND GENERAL.

An automobile car service is to be established between Nagasaki and Moji.

At the Peak this morning the thermometer read 47° F. It was 51° F. in the city.

The German gun-boat *Thier*, has spent a considerable time in Kobe undergoing repairs.

Preliminary arrangements have been made to combine all the European naphtha springs into one gigantic petroleum trust in opposition to the American oil trust.

The Japanese Government have intimated that they cannot discuss co-operation with China until the present negotiations with Russia are decided in one way or another.

It is stated in Peking that a proclamation posted in Moukden informs all the minor officials that they must vacate their Yamen within five weeks. Any official failing to do this will be liable to punishment and imprisonment, while those who vacate promptly will be rewarded with \$100 and a passport for Peking, so that they may reach that place in safety.

As the Japanese steamer *Yedo Maru*, for which the Mitsui Bussan Kaisha are agents, was lying at anchor at Chinkiang, she was run into by the N.Y.K.S. *Suei*, the latter striking the former in the after hold, and doing considerable damage, without, however, sustaining any injury herself. The *Yedo Maru* has arrived at Shanghai, and will probably have to dock there for repairs, says the *N. C. D. News*.

Mr. Yamaguchi, Superintendent Captain of the Osaka Shosen Kaisha, who has been visiting Korea on behalf of the company to report on the waterway of the Yalu, with a view to opening a service there, has returned and made a report to the effect that on the Korean side there is no place excepting Yong-am-pho fitted for the purposes of an open port, but little trade except that of timber can be anticipated.

The C. E. and Mining Co's steamer *Yung-ping*, loading cement for Hankow at Chinwangtao harbour, caught fire on Saturday, 6th Nov. through the carelessness, it is presumed, of a coolie dropping a lighted match on some cargo matting. Fortunately the conflagration was not allowed to assume serious proportions. The damage is comparatively small, about 400 barrels of cement being destroyed by fire and water.—*China Times*.

At 9 a.m. on the 15th instant fire broke out in one of the pits belonging to the Aikake colliery, Tagawa district, Chikuzen. Most of the miners were rescued, but about thirty-five are missing. The origin of the conflagration was an explosion of gas. On ordinary days about 2,300 men are at work in the pit. The 15th being pay day, only about eight hundred men were at work, and this fact, no doubt, lessened the extent of the disaster. An official telegram from the Governor of Fukuoka to the Home Department gives the total loss of life as thirty-five. The colliery is jointly owned by Mr. Hiraoka and Mr. Yasukawa.—*Ex.*

A LONDON wire to the *Japan Times* says that M. Combes, the French Premier, has announced in the Senate that in the course of the session the Government will introduce a bill prohibiting the members of religious congregations from engaging in education in any form. The Government, the Premier went on to say, referred applying the prohibition to the ordinary clergy pending a decision on the question of separation of Church and State, which would probably come before Parliament during 1904. The Government was determined to end the present situation, which disturbed the moral tranquillity of the country. The speech created a great sensation.

It will be remembered that actions for damages have already been filed by the respective companies owning the steamers *Tokai-maru* and *Progress*, the former of which was sunk in collision recently with the latter. According to a Tokyo dispatch to the *Asahi*, the Nippon Yusen Kaisha is now taking steps to attach the steamer *Progress*, which is undergoing repairs at Hakodate. The company having consulted its legal adviser, Dr. Okamura, on the course proposed, the legal adviser, together with another official, have left for Hakodate with the object of attaching the vessel.—*Ex.*

The French cruiser *Chateaurenault* arrived from Amoy this morning, and the Russian training ship *Okean*, departed for Singapore and home.

According to the *Hamburg Nachrichten*, the steamer *Antonia*, the largest freighter of the Hamburg-American line, was recently loading 10,000 tons of coal in England for East Asia. The coal is for the use of the Russian Government.

A SPECIAL dinner was given at the Kowloon Hotel last evening on the occasion of Thanksgiving day, and quite a large number of persons went over from Hongkong to join Host Osbourne in the enjoyment of the festive occasion. The menu provided would have tickled the palate of the most capricious of gourmets.

No case of cholera having occurred at Nagasaki since the 11th instant, it is now considered that there is no longer any danger of the disease spreading. From the 21st ultimo, when the disease broke out, to the 11th instant, 149 cases of genuine cholera and 9 cases of cholera morbus were reported.—*Ex.*

The Nippon Yusen Kaisha was to call a general meeting of shareholders at Tokio, yesterday and submit the balance sheet for the present year. The result of the half year's business is reported to have been satisfactory and a dividend was to be proposed at the same rate as last term, viz. 12 per cent, per annum.

PRESIDENT Roosevelt, in receiving the credentials of Senator Varilla, as Minister of the Republic of Panama, hoped that a new State, in harmony with the United States, would be a providential instrument of untold benefit, to the civilized world, through the opening of a new highway for universal commerce.—*Japan Mail*.

In reply to an inquiry which has been addressed to us relating to the market rate of shares, we would point out that quotations are furnished to us as printed on page 7. We take it that there must necessarily be differences between the rate ruling each day and those quoted in the list over the name of Messrs. Benjamin, Kelly and Potts.

A REPORT has been current that there has been a brush between Chinese and Russians outside the Wall, the Russians claiming to believe Gen. Ma's troops were brigands. Desultory fighting will be worse than useless. If China really means to act, she must do so with system, and it will be useless going for Russia with 10,000 men or so.

By kind permission of Major Radcliffe and Officers the Band of the 93rd Burma Infantry will play at the Hongkong Hotel to-morrow, (Saturday) from 8 to 9.30 p.m.

BAND PROGRAMME.
March: "Soldier of the King" (Hunt)
Valse: "Stradella" (Flotow)
Selection: "The Girl from Kay's" (Van Croy)
Gigue Solo: "Eine Nacht in der Schweiz" (Hummel)
Selection: "Reminiscences of Scotland" (Godfrey)
Valse: "The Choristers" (Phelps)
Nocturne: "L'Esperance" (Auber)
God save the King.

The *Kobe-maru*, which arrived at Shimonoseki on 17th inst. from Vladivostok, brings news to the effect that the Russians at Vladivostok are keenly desirous of having the headquarters of the Viceroy of the Far East removed from Port Arthur to Vladivostok, and that three members of the Chamber of Commerce of the latter city were in Port Arthur using their influence to attain this object. Reuter, it will be remembered, stated some days ago that the removal of Viceroy Alexieff's headquarters to Vladivostok had already been decided.—*Kobe Chronicle*.

RECENTLY the Japanese Minister at Seoul, communicating with the Korean Foreign Office in regard to the decline in nickel coins, said it was due to the resumption of the manufacture of the coins, which was suspended in 1901, on the advice of the Foreign Ministers at Seoul. The decline largely affected the interests of Japanese merchants in Korea, and Mr. Hayashi asked for a reply as to the measures to be taken to remedy the evil, adding that he had a suggestion to make. The exchange stands at the rate of about \$2.50 in nickel coins for one Japanese yen.

A CHEFOO dispatch to the *Asahi* states that the Japanese steamer *Kwanko-maru*, 348 tons, now under the charter of a Chinese firm at Chefoo, while leaving Port Arthur at 8.30 p.m. on the 13th inst., came into collision with a steam launch belonging to the Russian cruiser *Askold*. The latter sunk, and two from among the eight men on board were drowned. The *Kwanko-maru* was stopped and two Russian soldiers boarded the vessel, the Captain being prohibited from landing. On the following day the officer in command of the *Askold*, accompanied by an interpreter, boarded the *Kwanko-maru* and examined the Captain.

The *Manchuria* took to Dalny on 22nd inst. en route for Europe, Mr. Robert Inglis, with his wife who only returned from a trip home a few days ago, reports the *M. C. D. News*. By the aid of good abilities and constant hard work Mr. Inglis had reached the proud position of senior partner in Shanghai of Messrs. Jardine, Matheson and Co., and the breakdown of his health after his long devotion to work is particularly regrettable. He has been universally liked and respected wherever he has been stationed, while his charming wife has made nothing but friends during her residence here. From many other parts of China, as from Shanghai, the best wishes for his speedy recovery and return to the East in good health go with him.

Mr. Bennet-Burleigh, the well-known war correspondent of the *London Daily Telegraph*, and Mr. Egan, of the *New York Associated Press*, are reported to have arrived at Yokohama on 16th inst by the *Empress of Japan*. It is not difficult to surmise what these gentlemen have come for, says the *Kobe Chronicle*, but fortunately for Japan events do not hold out such hopes for "war copy" as they did a month ago. Mr. Burleigh, however, may be expected to make good use of his time while in Japan, for he bears the reputation of being a most trustworthy and brilliant correspondent.

ABOUT an hour after the R. M. S. *Empress of Japan* left Victoria on Nov. 2, on her way across this time, an able seaman while securing the forward gangway on the starboard side, was perceived by his shipmates to suddenly fall overboard, having it is presumed, lost his hold. The alarm was given, the ship was at once stopped, two boats being immediately lowered to the water. As one of the boat was approaching, the unfortunate man was seen to throw up his arms, and, before his would-be rescuers could reach him, he sank and was not seen again. The ship remained at the place about an hour in the hope of recovering the body of the unfortunate man, but no further signs of him were seen.

FOOTBALL.

H. K. F. C. v. THE NAVY.

The "rugger" match between the Club and the Navy, on the Happy Valley yesterday afternoon, was played under favourable conditions and in the presence of a fair number of spectators. Both teams were punctually in their places at 4.30, although Fletcher, the Club's half, was absent, but he turned up about five minutes after play commenced. The game started about 4.35 p.m., and some very interesting play was witnessed. Both teams fought hard and went through a lot of rough and tumbling play to open the score. At half time the game was two tries to nil in the Club's favour.

On play being continued the Naval team fought hard, but stood no chance against the better practice and discipline of the Club. When the referees' whistle sounded the finish the score stood at 2 goals, 3 tries for the H. K. F. C. and one try for the Naval team. For the home team Barnes and Pearce, with Robertson at three-quarter back played a very prominent game. Chard was very useful at forward, and Campbell at half played a steady game. The forwards showed up prominently. For the Navy, Stoyke and Parker at halves and Formby at forward played the best game.

The following were the teams:—Club:—Lieut. G. B. Macdonald, full back; Lieut. J. H. W. Becke, T. E. Pearce, O. J. Barnes, W. K. Robertson, three-quarters; Lieut. P. H. Campbell, A. G. M. Fletcher, halves; H. F. Chard, H. C. Sandford, Lieut. M. R. Stroyer, W. A. Crake, P. H. Crofton, K. A. Sclanders, Lieut. E. Rogers, and A. N. Other, forwards; Navy:—Crawford, back; Parker, Stoyke, Loveband, and Biggs, three-quarters; De Vuille and Lamb, halves; Barnard, Kellett, Formby, Barnby, Rice, Kowley, Smith, and Roe, forwards.

To-morrow afternoon on the Happy Valley the Hongkong Football Club will play the V. R. C. Kick-off at 4 p.m. The following will play for the Club:—F. H. Kew, goal; H. C. Austen and E. F. Ancoit, backs; G. B. Macdonald, J. W. C. Bonnar and H. C. Gray, halves; H. A. Brent, R. Hancock, C. R. S. Cooper, J. Richardson and R. A. Whitmore forwards.

The following will play for the V. R. C. F. C.:—Forwards, H. W. Sayer, J. Clelland, E. R. Heron, J. Whyte, E. Humphreys; half-backs, J. Forbes, H. S. Holmes, J. Duncan, backs, A. Loureiro, J. Welch, Goal, C. Fittoch.

The V. R. C. F. C. "A" team will play H.M.S. *Tamar*, at 4 p.m., on Saturday on V. R. C. F. C. ground at Causeway Bay. The following will play for the V. R. C. F. C. A team:—Forwards, J. H. Seth, H. Gidley, C. Shaw, A. Marti, A. A. Park; half-backs, S. Gidley, H. S. Spurge, H. C. Sayer; backs, W. Andrews, J. Christie; Goal, E. K. Millar.

CHATEAU'S CIRCUS.

After a lengthy tour through China and America, Mr. Chateau has returned to the Colony, brilliant with honours, with a new Indian circus. Whilst performing at Tientsin the *Empress-Dowager* heard of the circus and made arrangements for an exhibition at the Summer Palace, and so satisfied was her Majesty with what she saw that, through her Ministers, she presented Mr. Chateau with 10,000 taels as a reward for his entertainment, while the acrobatic members of the troupe were awarded medals bearing the Imperial dragon enamelled on each. Miss Awada received two rolls of silk, and Miss Kamal one roll. Her Majesty congratulating both these performers on their work and also shaking hands with them. The troupe is now performing in Hongkong in a circus tent, near the Central Market, and the crowded attendance both at the afternoon and evening entertainments is ample evidence of the popularity of the show. Misses Awada and Kamal appear in the arena in the great Hindoo globe millig act, while trapeze balancing by the last named lady and Mr. Threimback, which so interested the *Empress*, is one of the items of the programme. As in Peking, the India rubber boys and girls cause wonder and astonishment, while the other members are equally as popular. Mention should also be made of the Russian music and dancing, the clowns, horse riding, bala cing acts and performances by a wonderfully trained baby elephant, Indian parrots and

a fine specimen of a Bengal tiger. A change of programme is announced for each evening, and a very pleasant two hours may be spent in the circus tent.

HONGKONG CRICKET LEAGUE.

The following matches will be played at the Happy Valley on Saturday next, the 28th instant, at 2.15 p.m.:—

CRAIGENGOWER C. C. v. CIVIL SERVICE
C. C. R. E. v. A. O. C.

The following will represent Craigengower C. C.:—J. D. Kinnaird, E. R. Herton, L. A. Rose, A. O. Jordan, L. E. Lammer, R. Bass, E. Ford, J. P. Brown, R. Pearson, J. L. Stuart, and H. H. Taylor. Reserve J. Gloyne.

"TAMAR" v. PARSEES.

The following will play for the Parsees:—R. B. Cooper, M. D. Vania, J. D. Noria, J. N. Mehta, B. K. Mehta, J. M. Master, D. R. Captain, N. B. Shroff, C. B. Mistry, J. H. Rutonji, C. B. Morawala, I. A. Chinnoy, A. B. Kharas.

The 2nd XI of the Craigengower C. C. will play the 2nd XI of the Civil Service on the same day, commencing at 2.15 p.m.

THE KING'S BIRTHDAY.

IN THE NORTH.

Writing from Tientsin on 11th inst. our correspondent says:—"Tientsin had a great burst of loyalty on the 9th beginning with a full military parade in the morning at which General Ventres paid the French General, Lefere, the compliment of inviting him to receive the salute of the troops instead of himself. This unusual procedure caused rather a flutter in military circles, and gossip had it the incident was not appreciated by the Germans; but General Lefere was not only senior general among the foreign garrisons but the only other general on the ground; there was nothing invidious in the compliment at all. At the sports which took place in the afternoon only the French participated or, indeed, were present, and the one or two instances in which the French soldiers came out first in the contests were very markedly applauded by the British. In the tug-of-war the team of picked and very powerfully-built Frenchmen were simply walked away with by the Indian team, who bareheaded, had the Gauls over the line within five seconds amid the most uproarious cheers. In the evening a grand ball was given, our fine Gordon Hall being converted into a very creditable imitation of a baronial hall of Queen Anne's time. It was largely attended by all nationalities and the greatest good will and geniality prevailed. In Peking the celebrations were somewhat similar, the ball in the evening at the Legation being a really brilliant affair, Sir Robert Hart's excellent band furnishing the music. There was no attempt on this occasion to experimentalize on the ammunition store either with or without detonating batteries.

ESTABLISHMENT OF A FRENCH MILITARY PIGEON-POST.

AT PAKHOI.

The French Government in Tonking are organising a military pigeon-post station at Pakhoi. A sum of \$400 has been granted by the Tonking Protectorate for the construction of a building there. As Pakhoi is a treaty-port it would be of interest to know if the Chinese Government and the others interested have consented to this arrangement. It will be remembered that a few weeks since, we drew attention to the fact, that the French Military Authorities were making experiments with carrier-pigeons from the steamers of Mr. A. R. Marty when these vessels were, at different times, in the harbours at Hoihow, Pakhoi and Kwangchowan. By the establishment of this station at Pakhoi it will be possible to advise the authorities in Tonking of all movements going on in the Hainan Straits.

SHIPPING AND MAILS.

MAILS DUE.

American (*Coltic*) to-morrow.
French (*Salote*) 1st prox.
Indian (*Lightning*) 1st prox.
Tacoma (*Tacoma*) 4th prox.
Australian (*Chinglu*) 5th prox.
Indian (*Kumang*) 5th prox.
French (*Australien*) 8th prox.
American (*America Maru*) 8th prox.
Canadian (*Tarlar*) 9th prox.
Tacoma (*Victoria*) 13th prox.
American (*Korea*) 15th prox.

The M. M. Co's s.s. *Salote* with the outward French Mail will leave Saigon on 28th inst., at 10 p.m.

The Ben Line s.s. *Benlomond*, from Antwerp and London, left Singapore yesterday, 26th inst., for this port.

The N. Y. K. s.s. *Sanuki Maru* (European Line) left Singapore for this port on 27th inst., and is expected to arrive here on 28th prox.

The O. & O. S. Co's s.s. *Gaelic* with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on 25th inst.

The T. K. K. Co's s.s. *America Maru* with mails, &c., from San Francisco to the 10th inst. via Honolulu, arrived at Yokohama on 25th inst., three days ahead of schedule time.

TELEGRAMS.

(Reuters.)

The German Estimates.

LONDON, 25th November.

The German estimates for 1904 show an increase of Mks. 6,500,000 for permanent expenditure on the Navy.

Obituary.

The death is announced of Bishop Anjer of Shantung.

The Union Free-Trade League.

At a great meeting of the Unionist Free-Trade League in London, the Duke of Devonshire, presiding, declared that it was not the policy of the Government which was now before the country. He thought that within limits there was a good deal to be said in favour of retaliation duties, but he had no adequate knowledge of the Government's policy of which he entertained grave misgivings. He asked how long the Unionist leaders intended to sit silent spectators while their late colleague assumed all the duties, privileges, and responsibilities.

LATER.

The Macedonian Reform Scheme.

After protracted Councils, extending through the night, the Porte has accepted the Austro-Russian Reform scheme in principle with the reservation that everything calculated to humiliate Turkey shall be avoided.

The Indisposition of the Tsarina.

The inflammation has spread to the inner ear and the pain prevents sleep.

The Indisposition of the Kaiser.

Bulletins state that the Kaiser still needs to spare his voice, and is undergoing massage of the larynx.

(Japanese Exchanges)

The Far Eastern Difficulty.

FEELING IN ST. PETERSBURG.

Vienna, 15th November.

A much quieter tone has prevailed in diplomatic and press circles at St. Petersburg of late, and the general belief there seems to be that the fate of the Far Eastern difficulty now rests with Viceroy Alexieff. The Czar and the Ministers of Foreign Affairs and of War advocate peace, and a change of the Viceroy will become necessary if Viceroy Alexieff insists on hostilities.

America and Korea.

London, 14th November.

Admiral Evans, Commander-in-Chief of the U. S. Squadron in Asiatic waters, is sending a warship from Yokohama to convey the Hon. H. N. Allen, United States Minister to Seoul, to Chemulpo.

The Moukden Affair.

DIPLOMATIC ACTION IN Peking.

Peking, November 16.

Mr. Uchida called on Prince Ching to-day and advised His Highness of the progress made in the Japan-Russian negotiations and the attitude of the powers interested in the matter. The Japanese Minister pointed out that the Russian re-occupation of Moukden was a great mistake, and urged the Chinese Government to maintain a strong attitude until the Japan-Russian negotiations were concluded.

Some of the diplomats here believe that Germany and France will intervene in the Japan-Russian negotiations and that Great Britain will not inter ere.

Prince Ching called on Mr. Conger, American Minister to Peking, yesterday afternoon. The Prince told the American Minister that he had learned that Germany intends to support Russia both in the Balkans and the Far East. He asked Mr. Conger if the report was accurate. Mr. Conger, referring to the re-occupation of Moukden, said it was a childish threat on the part of Russia to oppose the opening of Moukden and Antung. Mr. Conger further remarked with regard to the Japan-Russian negotiations that the powers were anxious to avert a war between these two powers, and that as Japan was eager to win the goodwill and sympathy of the powers, the negotiations might be expected to reach a satisfactory conclusion, although the progress was very slow. —*Maitchik.*

[According to a Tientsin dispatch received by the *Asahi*, the Russians, after the occupation of Mukden, posted placards at various places in the city, urging the inhabitants not to be alarmed. They have been making every effort to secure the favour of the inhabitants, while the tax authorities have amended the Chinese Tax Regulations, removing all additional taxes. Nearly all the inhabitants are said to be displaying Russian flags from their houses.]

Movements of Russian Troops.

Seoul, 16th November.

Twelve hundred marines and bluejackets arrived at Port Arthur from the Baltic on the 12th inst. 2,000 Infantry from Nicolafski they will shortly set out for Moukden and other Manchurian cities. 15,000 Infantry, which left European Russia toward the end of September (Russian calendar), arrived at Nicolafski a few days ago. One half will proceed to Possiet Bay to take the place of two Regiments that are now marching to Port Arthur. The 36th Division and the 20th Regiment at Tsihsihar will shortly be sent to Liaoyang and Port Arthur. There are 3,000 men at Dalny, but these will be reinforced by 8,000 men shortly, and eight large barracks are now being built to accommodate these men. —*Asahi.*

(Der Ostasiatische Lloyd.)

The Kaiser's Indisposition.

Berlin, 25th November.

The wound of H. M. the Kaiser is now almost completely healed. Preparations have been made for several small trips of the Emperor

within Germany during the month of December. It is possible that the Emperor will go next spring to some southern bathing-place.

Japan and Russia.

The *Manchester Guardian* publishes an interview of one of its representatives with General Katsura, the Japanese Premier, who predicts an early peaceful solution of the Manchurian and Chinese questions. This report is received here with great satisfaction.

France and Siam.

The French Government declares that France will have to occupy Siam until Siam has complied with her obligations according to the Chantabun agreement.

Morocco.

The joint efforts of France and England to procure a loan for Morocco have now been abandoned as they were futile. The position of the Sultan of Morocco has decidedly improved.

Germany to the Rescue!

After Germany has used her influence in Constantinople in the most energetic way it is probable that the Porte will now notify the other Powers their intention to accept the Murzsteg programme.

Panama.

The United States of America having been the first to acknowledge the Republic of Panama, France has done the same, after she obtained a promise that her demands would be complied with. Germany's acknowledgment is imminent. England, however, will do so only under the condition that part of the debts of the United States of Colombia will be taken over by Panama.

The Prussian Diet.

The definite result of the elections to the Prussian Diet is as follows:

Conservatives	147
Free Conservatives	55
Clericals	79
National-liberals	79
Liberals	31
Poles	13
Various parties	11

No Socialist has been elected.

Korea.

RENEWED RUSSIAN ACTIVITY IN THE NORTH.

Seoul, 17th November.

Russia is at her political games again in the Yalu valley. The Russian forces in Fen-huang-cheng and Antung-hsien have been augmented and military supplies are being accumulated in Yong-am-pho. Timber rafts in the Wiju direction have been compulsorily requisitioned by the Russians.

M. Pavloff is strongly objecting to the joint proposal for the opening of Yong-am-pho by the Japanese, British and American representatives and consequently the Korean Government are so far unable to arrive at any decision thereon.

In another conference of the foreign Representatives here it has been decided that blue-jackets landing at Chamulpho will be hereafter accompanied by an officer and supervised by him. —*Kokumin.*

Seoul, 17th November.

The British, Japanese and American Ministers are pressing the Korean Government to open Ryong-an.

Ye Ka-yei, Foreign Minister, with MacLeavy Brown, laid a joint representation before the Emperor recently, and it is now reported that he is advising the foreign Ministers to Seoul to insist upon the opening of the place. The Russian Minister called at the Foreign Minister's office and is reported to have threatened him if he consented to the opening. A definite date for the opening of the place is mentioned, but it is believed that the affair will shortly be concluded. —*Maitchik.*

The Czar's Return.

JOURNEY DARKENED BY DEATH.

Berlin, 17th November.

The Czar and Czarina were returning to St. Petersburg from Darmstadt. On the way, Princess Elizabeth, daughter of the Grand-duke of Hesse, and niece of the Czarina, who accompanied her aunt, suddenly fell ill at Skierskierice (Russian Poland) of cholera and died in a short time. The Czar and Czarina immediately returned to Alexandrov with the body. —*Kokumin.*

India and Persia.

VICEROY CURZON'S VISIT.

London, 18th November.

The Shah of Persia intends to meet Viscount Curzon, Viceroy of India, at Bushire.

Railway Enterprise in China.

ACTION OF BRITISH CAPITALISTS.

Peking, 18th November.

The Belgian syndicate, which consists of some French and Belgian capitalists has hitherto been supposed to enjoy the support of the Russian Government. It is now reported that several English capitalists have joined the syndicate recently which is now preparing to enter upon active work in the Yangtze Valley. This is probably a result of the better relations between France and Britain. It is believed by the public that the speech made by Sir Ernest Satow at Shanghai about the development of British influence will probably be found hereafter to have some connection with this movement.

The Manchurian Question.

STATEMENT AT CHINA ASSOCIATION'S MEETING.

London, 18th November.

The Under Secretary of State for Foreign Affairs, speaking yesterday night at the dinner of the China Association, regretted to say that he knew nothing regarding the circumstances which had prevented Russia from carrying out the explicit assurances which had been given to Great Britain concerning the restoration of the Manchurian provinces to China upon the date specified.

MAD ENGINEER ATTEMPTS TO WRECK A RIVER STEAMER.

BETWEEN ICHANG AND HANKOW.

18th November.

This afternoon between four and five o'clock the passengers in the first-class cabins were startled by a crashing of glass in the first-class dining saloon. We all rushed out into the saloon to see what had happened and just arrived in time to see a man's leg and feet disappearing through the skylight over the dining-room.

In an instant a smattering of glass began on the upper deck and a downpour of small pieces through the skylight windows covered the table and saloon floor. The Chinese table boys yelled "robbers" and everybody about joined in the chase on the upper deck to catch the man, who was smashing the skylight windows and the doors and windows of the upper deck cabins. A general stampede ensued in which all who had the courage to do so, joined.

In a very few minutes shots began to be heard and things began to look rather serious. To the few first-class passengers, among whom were three foreigners, a married couple and another man, it looked as though the steamer was being attacked from within by river pirates. Gunshots and smashing continued and the crew seemed unable to capture the man. The passengers stood at their cabin doors, and those who had them, with fire arms, ready for the worst.

The cabins on the upper deck began to burst into flames. Smoke was filling the dining saloon. The pilot house was in the hands of—well, we did not know whom. The steamer began to stop and swing around in the river. It would soon be dark. The flames were beginning to burst out from the upper cabin windows. The wind was blowing a gale. Everybody but the captain seemed to be helpless, and the captain, with rifle in hand, seemed to be unable to locate the man who was making all the trouble. Visions of the steamer on fire in a gale with dense darkness coming on and in the hands of pirates, began to loom up in our mind. In this condition waiting for the worst to happen, word came from the officers that it was the chief-engineer gone mad, and that he was trying to wreck the steamer.

In some ways this was a little better than being in the hands of pirates. It was only one man, but he knew the steamer and knew best how to carry out his purpose.

This captain and officers had evidently done all in their power to capture him without shooting him. It was dangerous to be in an exposed position as his rifle shots were flying about everywhere. However, the captain had not lost control of the steamer. As soon as he saw the seriousness of the situation, he anchored the steamer and with his rifle stepped out on the front low deck and with a couple of well aimed shots disabled the madman from the pilot house. A couple of shots hit him in the neck. He saw that his case was lost and in desperation he fled from the pilot house, threw down his knife and firearms, sprang over the ship's rail and let himself over the side of the steamer by a rope into the water before anybody could rescue him. He came to the surface a few times and then disappeared. Darkness came on. The steam launch was lowered but it was impossible to find the body.

The captain and officers of the steamer exercised the greatest patience. They hoped that the fit of madness would work itself off with the smashing of a few windows and doors. But when they saw that the man was desperate and that nothing short of shooting to kill and burning to destroy would satisfy him, they acted with the greatest promptness and the captain did the only thing left for him to do, or forfeit his ship and possibly the lives of all on board.

The chief pilot was the only one who received serious injuries. He was shot by a rifle ball through the leg between the knee and thigh. His injuries received immediate attention and he is doing as well as can be expected.

The damage done to the upper deck of the steamer will probably amount to a few hundred dollars.

The excitement was intense for a few minutes, but happily was soon over. The whole thing did not last more than an hour. By six o'clock the dinner table was spread and we were all seated about it seeming as calm and peaceful as usual. —*M. C. D. News.*

THE MARTYRS' MEMORIAL FOR CHINA.

The movement to erect in Shanghai a Martyrs' Memorial for China has now been successfully launched in China and the Far East. The Hon Secretary, the Rev. D. MacGillivray, has been entrusted with the duty of launching it at home, and as a preliminary will confer with the Mission Boards of Great Britain and America.

The Executive Committee of the China Missionary Alliance has passed in this connection the following resolution:—Resolved:—That "as the Rev. D. MacGillivray, M. A., B. D., is now proceeding to England and America in order to represent the Protestant Missionary body in China, in the matter of the proposed Martyrs' Memorial, this Executive Committee of the China Missionary Alliance heartily recommends him and his work to the Mission Boards and Christian churches to those countries."

The central conference of the Methodist Episcopal Church in China at its recent meeting at Nanking, 5th-11th November, unanimously adopted a resolution endorsing the movement. The conference represents five conference with 121 foreign missionaries.

Dr. MacGillivray and family left last Sunday on the C. E. R. S. *Manchuria* for Dalny and Europa. —*M. C. D. News.*

A FAMILY OF LITIGANTS IN HONGKONG.

At the Supreme Court this morning, the Puisne Judge, Mr. A. G. Wise, heard an action brought by Leung Kwok Sun against a Portuguese for the recovery of \$93 due on a promissory note.

Mr. F. X. d'Almada e Castro represented the defendant, and said he was willing to pay in instalments.

His Honour—Who is the plaintiff? Does he belong to the same family as Leung Cheung? Mr. d'Almada—He is a son.

His Honour—How many more are there? I have already had two sons and the father here before. Ask him how many brothers he has.

Leung Kwok Sun—I have two elder brothers, and a number of smaller ones only two years old! (Laughter.)

His Honour—Tell him to go back and tell his father I do not want to see any more of his family, not even those two years old. (Laughter.)

Judgment was given for plaintiff, the money to be paid in monthly instalments of \$5.

MOVEMENTS OF CHINESE TROOPS.

General Ma Kungpao, with a force of 5,000 infantry, 1,000 cavalry and 1,000 artillerymen, together with his own personal guards and attendants, left Tungchow on the 4th inst, for the East. The General himself travelled by train as far as Lunchow, where he caught up with the troops and fell in on the march with them to Shanhaikwan. The *Wai Wai* has informed the officers commanding the British and German garrisons at Shanhaikwan of this movement, so that no misunderstanding may arise when General Ma Kungpao's force arrives at its destination.

Viceroy Yuan Shih-kai has telegraphed instructions to General Yang of Jehol to send a strong force of troops to the Sintai Gate of Moukden, and take up his own quarters at Chowyang near the Manchurian capital.

General Chiang Kwei-tai has been ordered to leave Peking at an early date, with the forces under his command, for some destination which has not yet been disclosed. —*China Gazette.*

THE MONEY MARKET PROSPECT.

A Tokio banker, writing to the *Yomiuri* in reference to the future of the economical situation, expresses the opinion that economic circles of the country, through long political disturbances, have failed to note the sluggishness of the money market. But as the political situation gets easier, business men are awakening to the fact that a large amount of money is lying idle in the banks, and it is generally anticipated that the circulation will become more sluggish than ever. The Government, says the banker, declares that preparations are so made that the country is prepared either for war or peace. If the preparations be really made by the Government for promoting works in Manchuria and Korea upon the peaceful settlement of the Manchuria question, as they certainly are for war, the money ready to be used for war will be required for enterprise in China and Korea. Though the greater part of the money so required will probably be raised by the issue of bonds abroad, the money market in Japan may be in some degree affected. The present sluggishness is due to the diplomatic difficulty, and if everything is settled in peace, the economic circles of this country, which have long been oppressed by the situation, will recover, and the demand for money will be followed by such a stringency of circulation that the large margin of 40,000,000, left within the legal limit of the amount of Bank of Japan notes to be issued free of tax, may never again be recorded.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

To-day's quotations close as follows:—
Banks,

China Traders	\$650 b.	London £63.10
H. K. & M.acao	\$ 61 s.	
Indo-China	\$ 30 s. and b.	
Star Ferries	\$ 75 b.	
new	\$ 27 b.	
Shell Transports	\$ 163 s.	
Docks	\$ 207	
Hongkong Wharves	\$ 883 b.	
Firebrams	\$ 125 b.	
Hongkong Lands	\$ 151 s.	
Hongkong Hotels	\$ 146 s. and s.	
Ewos	\$ 35	
Green Islands	\$ 234 b.	
China Boreos	\$ 8 s.	
Watsons	\$ 144 b.	
Steam Water boats	\$ 154 b. ex. div.	

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer

Bank Bills, on demand	1/9 1/16
Credits, 4 months' sight	1/9 7/16
D'ments 4 months' sight	1/9 9/16

ON BERLIN, (demand)

Bank Bills, on demand	2.21
Credits, 4 months' sight	2.24

ON NEW YORK, Bank Bills, on demand

Credits, 30 days' sight	43
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ON DOMBAY, Telegraphic Transfer

On demand	130
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ON SHANGHAI, Telegraphic Transfer

Private 30 days' sight	nom.
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ON YOKOHAMA, T.T.

Sovereigns, Bank's Buying Rate	\$11.52
Gold Leaf 100 touch, per incl	\$9.70
Bai Silver	\$13 1/6

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
MALWA NEW	900/940
" LAST YEAR	980/1,050
" OLDEST	1,170/1,100
PATNA NEW	1,025
BENARE NEW	1,130
P. RSIAN (PAPER)	800/830

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TO-MORROW, the 28th inst., will be for Long Range, Cups and Spoons, commencing at 2.30 P.M. RANGES.—700 and 800 yards. Ten Shots and a Sighter at each Range. MOWBRAY S. NORTHCOLE, Hon. Secretary. Hongkong, 27th November, 1903. [145]

CHATRE'S NEW INDIAN CIRCUS.

Patronised by H. M. the Empress Dowager and other Royalty of China.

CHANGE OF PROGRAMME.

TO-MORROW, (SATURDAY), 28th November, 1903, in a CIRCUS TENT NEAR CENTRAL MARKET MARINE LINE.

MENAGERIE of highly trained animals, including

LIONS, TIGERS, ELEPHANTS, LEOPARDS, &c. MARVELLOUS GYMNASTIC EXERCISES.

WONDERFUL ACTS IN BAREBACK RIDING.

Afternoon performance at 3 p.m. each day.

RUSSIAN SINGING AND DANCING.

Soldiers and Sailors, half-price. Particulars from the Expresses. Tickets can be obtained from

H. RUTTONJEE, 5, D'Aguilar Street, Hongkong, and 37 & 38, Elgin Road, Kowloon. Hongkong, 27th November, 1903. [1416c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HALLOONG."

Captain Evans, will be despatched for the above Port, TO-MORROW, the 28th inst., at 3 P.M.

For Freight or Passage, apply to DOUGLAS, LARPAIK & Co., General Managers. Hongkong, 27th November, 1903. [1413c]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE."

Captain Negre, will be despatched for the above Port on WEDNESDAY, the 2nd December, instead of as previously advertised.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 27th November, 1903. [1040c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-MORROW.

Goods not cleared by the 3rd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

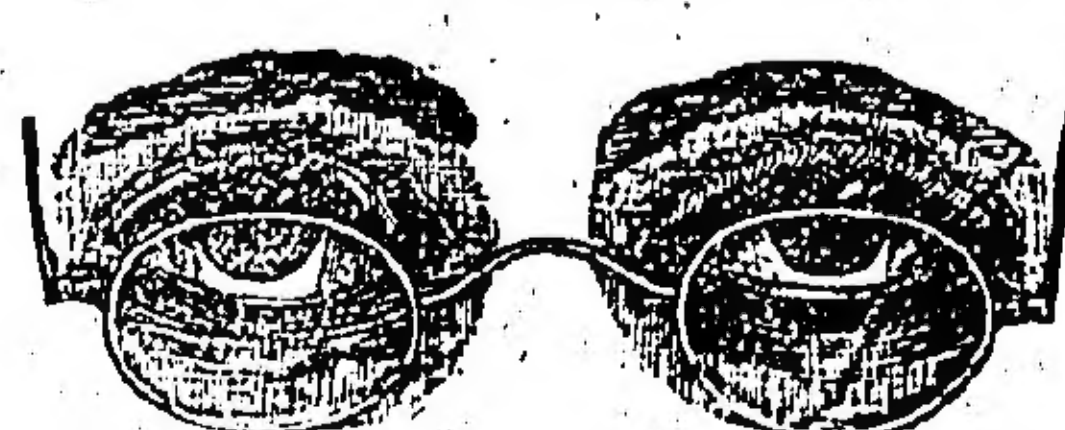
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 26th November, 1903. [4]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

To-day's Advertisement.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 1st December, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 27th November, 1903. [1423c]

Intimations.

MADAM FLINT & CO.,

DRESSMAKERS

AND

MILLINERS.

HAVE JUST RECEIVED

SMART READY-MADE

WINTER COSTUMES

OF THE

NEW FASHIONABLE</

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTZE"	On 12th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 29th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.

S.S. "PELEUS" from Glasgow and Liverpool, has arrived.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & A'WERP.	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 20th December.
MARSEILLES, LONDON & A'WERP.	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON & A'WERP.	"DARDANUS"	On 5th January.
MARSEILLES, LONDON & A'WERP.	"YANGTZE"	On 19th January.
LIVERPOOL	"DIOMED"	On 22nd January.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"PELEUS"	On 28th November.
	"TYDEUS"	On 1st January.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th November, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"KAIFONG"	2nd December.
MANILA	"CHANGSHA"	2nd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS, VILLI, BRISBANE, SYDNEY and MELBOURNE	"CHANGS A"	2nd "
LOILO and CEBU	"NANCHANG"	4th "
KOBE	"CHINGTU"	10th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled table. A daily
qualified Surgeon is on board.Taking Cargo and Passengers at through rates for all New Zealand and other Australian
Ports.N.B.—END OF SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th November, 1903.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila. Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 28th Nov., at 10 A.M.
ZAFIRO	2540	R. W. Almond	"	SATURDAY, 5th Dec., at 10 A.M.
PERLA	1980	W. G. Lawson	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 21st November, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SATURDAY, 28th Nov.
FOR ANPING	"MAIDZURU MARU"	T. Saito	SUNDAY, 29th Nov.
FOR FOCHOH	"ANPING MARU"	I. Goto	THURSDAY, 3rd Dec.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	"

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China
and Formosa and are fitted with all modern improvements. Excellent accommodation is
provided for 1st class passengers, and a duly qualified doctor is carried.All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the
Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at
Tamsui to land all passengers and cargo.By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze
River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's
steamers from Shanghai.For Freight, Passage and further information, apply at the Co's Local Branch Office, at
No. 8, Des Vaux Road Central.

Hongkong, 25th November, 1903.

T. ARIMA, Manager.
(1979)

Shipping—Steamers.

TOYO KISEN KAISHA
MANILA LINE.REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	Ernest Bent	3,869	TUESDAY, 1st December, at 11 A.M.
ROSETTA MARU	H. S. Smith	3,876	SATURDAY, 5th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.

Hongkong, 26th November, 1903.

K. NAKASHIMA, Manager.
(177e)INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship.

"LAISANG."

Captain Tadd, will be despatched as above
on TUESDAY, the 1st December, at Noon.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 25th November, 1903. (1418e)

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.FOR RANGOON VIA AMOY AND
SWATOW.

THE Company's Steamship.

"PALAMCOTTA."

Captain J. B. Pearson, will be despatched as
above on TUESDAY, the 1st December, at
4 P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 24th November, 1903. (1417e)

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, MAN-
ZANILLO, MEXICO AND
SAN FRANCISCO.

THE Steamship

"ATHOLL."

Captain Watt, will be despatched for the above
Ports, on WEDNESDAY, the 2nd December,
at Noon.For Freight, apply at the Company's Offices,
No. 20, Des Vaux Road.

Hongkong, 14th November, 1903. (1436e)

REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS)PROPOSED SAILINGS FROM HONGKONG
1903.

About

"ORO" 21st Nov.

"ORONO" 8th Dec.

"LOWTHER CASTLE" 15th Dec.

"SIKH" 24th Dec.

"SAGAMI" 5th Jan.

"LENNOX" 15th Jan.

"AFRIDI" 27th Jan.

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 17th November, 1903. (1437e)

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivaled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903. (804e)

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning
to Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommodation
for First Class Passengers. Ship lighted
throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-
kong Harbour Master's Office.SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 30th May, 1903. (322e)

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M. on Excursion Sundays,
at 8.30 A.M. from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.FARE—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5;
2nd Class, \$1; 3rd Class, 50 cents.On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.WHARF—At the Western end of Wing Lok
Street.The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 38 hours to reach
Macao.MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 7th September, 1903. (1079e)EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR PORT DARWIN, SYDNEY, MEL-
BOURNE AND ADELAIDE.(Taking through Cargo to NEW ZEALAND
TASMANIA, &c.)

THE Steamship

"AIRLIE."

Captain St. J. George, will be despatched for the
above Ports, TO-MORROW, the 28th instant
at Noon.This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.This Steamer is installed throughout with the
Electric Light.For Freight and Special Reduced Passage
Rates, apply toGIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 27th November, 1903. (1406e)

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain W. Ellis, will be despatched for the
above Ports, on WEDNESDAY, the 16th
proximo, at Noon.This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.This Steamer is installed throughout with the
Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the staterooms of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 23rd November, 1903. (1408e)

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"SALAZIE."

Captain Negre, will be despatched for the
above Ports on or about TUESDAY, the 1st
December.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 24th November, 1903. (1094e)

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON."

Captain W. T. Bain, will be despatched as
above on WEDNESDAY, the 2nd December,
to be followed by the steamship

"HIMIRA."

Capt. Lockhart, on or about MONDAY, the
2nd December.For Freight, &c., apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 27th November, 1903. (1284e)

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENSHIEL."

Captain J. McGilivray, will be despatched as
above on THURSDAY, the 3rd December.For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 13th November, 1903. (1334e)

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.

THE Steamship

"GLENROY."

Captain F. Selby, will be despatched as above
on WEDNESDAY, the 16th December, 1903.For Freight, apply to
MCGREGOR BROS. & GOW.
Hongkong, 18th November, 1903. (1385e)

Intimations.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 26, Connaught Road Central.
Hongkong, 9th February, 1903. (20)TSU FAN
DENTIST.PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 28th November, 1903. (1269e)

Consignees.

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD.
HAMBURG-AMERIKA
LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT."

of the NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 3 P.M.,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 2nd December, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, the 2nd Decem-
ber, at 9.30 A.M.All Claims must reach us before the 7th
December, 1903, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.NORDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 25th December, 1903. (1563e)

FROM HAMBURG, PENANG AND
SINGAPORE.

THE N.D.L. Steamship

"NURNBERG."

Captain Jaburg, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 2nd December will be
subject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 2nd December.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th November, 1903. (1421e)

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT"

FROM SEATTLE, TACOMA, VICTORIA,
YOKOHAMA, KOBE AND MOJI.The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
and to take immediate delivery of their Goods
from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.DODWELL & Co., LIMITED,
Agents.

Hongkong, 21st November, 1903. (874d)

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after THURSDAY, the 26th instant,
at 4 P.M., will be landed at Consignees' risk and
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 24th November, 1903. (1414e)

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS.
28, Queen's Road.

Grand Xmas Bazaar.

ONE THOUSAND TOYS AND GIFTS.

PRICES TO SUIT ALL.

10 CTS. TO \$50.

High Class Fancy Goods.

USEFUL PRESENTS

FOR YOUNG AND OLD.

ON SHOW, TO-DAY.

November 21st.

R. G. HECKFORD,
MANAGER.